

Entimations.

Agents.
Hongkong, 2nd January, 1897. 174

By Order, **A. H. MANCELL,**
Secretary.

Handwritten on May 1968

HOUSE SLIPPERS,
(VERY CHEAP.)
Houghton, 12 March, 1897.

No 11 13 & 15 CENTRAL MARKET.
HONG KONG BUTCHER
 PRIME BEEF AND MUTTON. CORNED
 BEEF & TONGUES. VEAL SAUSAGES &c.

HOUSE SLIPPERS,
(VERY CHEAP.)
Houghton, 12 March, 1897.

Today's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, ex S.S. *Suffolk*.
From Madras, ex S.S. *Succubus*.
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 13th May, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO KOBE (DIRECT).

THE Company's Steamship

"POSEIDON,"

Captain R. Mayer, will leave for the above place TO-MORROW, the 14th instant.

For Freight or Passage, apply to
SANDER & Co.
Agents.

Hongkong, 13th May, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the above Ports on SATURDAY, the 15th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 13th May, 1897.

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heineemann, will be despatched for the above Port on SATURDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to
STEMSEN & Co.,
Agents.

Hongkong, 13th May, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above Ports on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 13th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Company's Steamship

"KALCAN,"

Captain Phillips, will be despatched as above on SUNDAY, the 16th instant, at 10 A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th May, 1897.

THE Steamship

"SIKH,"

Captain Rowley, will be despatched for the above Port on or about the 30th instant.

For Freight or Passage, apply to
DODD & Co.,
Agents.

Hongkong, 13th May, 1897.

Today's Advertisements.

THEATRE ROYAL CITY HALL.

POLLARD'S ILLIPUTIAN OPERA COMPANY

LAST NIGHT. TO-NIGHT (THURSDAY) TO-NIGHT 13th May.

GRAND GOVERNOR'S COMMAND NIGHT.

Under the distinguished PATRONAGE and in the PRESENCE OF

H.E. SIR WILLIAM ROBINSON, K.C.M.G.,
"PIRATES OF PENZANCE."

POSITIVELY LAST NIGHT.

TO-MORROW (FRIDAY), 14th May.

By Special request
LA MASCOITE.

Plan at W. ROBINSON & Co.'s Piano and Music Rooms.

Prices:—\$5, \$2 and \$1.

SOLDIERS and SAILORS in Uniform Half-price to back seats only.

Late Trains 15 minutes after each performance.

C. A. POLLARD,
Manager.

Hongkong, 13th May, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

C. de La Penelle, Commander, will be despatched as above on TUESDAY, the 15th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 13th May, 1897.

DAKIN, CRICKSHANK & Co.'s WATER

is made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 13th May, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED

WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Expenses when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SALTZETZ WATER,
LITHIA WATER,
SARSAPARILLA WATER,
Tonic WATER,
GINGER ALE,
CINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897.

BIRTH.
On the 5th instant, at St. Dominic's, Mount Sophia, Singapore, the wife of D. J. MARTIA, of a son.

DEATHS.
At the General Hospital, Singapore, on the 1st instant, WILLIAM MURRAY, of Lian, Pahang. On the 5th instant, at 118, Queen Street, Singapore, ANNIE MARY, the beloved wife of G. S. Reutens.

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, MAY 13, 1897.

NOTES AND COMMENTS

MR. WHITEHEAD FINED.

We publish in another column a full report of proceedings instituted in the Police Court this forenoon against the Hon. T. H. WHITEHEAD by the Police, who charged him that, "on Saturday evening the 8th instant he rode a pony on the public footpath in Queen's Road Central without obvious necessity."

Mr. WHITEHEAD stated in Court that he lives at the Peak and being without a change of clothing in the City he took shelter under the verandah, leading his pony to a place, near the Club, where his *mafoo* was waiting to take it back to the stables. A few people appear to have been slightly inconvenienced by this and complained to a constable who took out a summons against Mr. WHITEHEAD, and to-day he had the satisfaction of seeing him mulcted in the sum of \$25 by the presiding Magistrate, who was, presumably, disgusted with the plausible excuses offered by Mr. WHITEHEAD and seems to have thought the breach of the law so grave that the ends of justice would not be attained by the imposition of a merely nominal fine of, say, 25 cents, or the usual magisterial caution. Of course Mr. WHITEHEAD was in the wrong and was therefore properly summoned and fined. We are bound to assume that anyone else doing the same thing would have been treated in the same way—even the Major-General—but we doubt it. It must have been "crumbs" to the Police to get a chance at the Hon. Member for the Chamber of Commerce and the uncompromising critic of the Government. We hope the Police will be equally active in all other cases in keeping the footways clear. As a rule they are not, except perhaps in one or two of the main thoroughfares.

REUTERS' MESSAGES.

WOULDN'T DO IT.

LONDON, May 11th.

The House of Commons has rejected a motion to reduce the duty on tea to 2d. per lb., and also a motion for the withdrawal of the British troops from Crete.

GREECE AND THE POWERS.

Germany insists that Greece shall consent to the autonomy of Crete and accept without reserve the councils of the Powers. Greece submits that the Powers shall now present a Note making these terms the conditions for their intervention.

GREECE.

Three hundred and sixty thousand of the inhabitants of Thessaly have taken refuge in the mountains and on the island. Their sufferings are terrible; 100,000 of them are proceeding to Athens.

THE EVER-VICTORIOUS TURKS.

The Turks are preparing for an immediate advance on Domoko, where the Greeks are encamped in the open and dispirited by heavy rains and cold.

ANOTHER MISFORTUNE.

Thirty thousand Greek troops remain inactive at Arta, where typhoid and dysentery have broken out.

THE WAR IN THE PHILIPPINES.

We have been favoured by the Spanish Consul with a copy of the following telegram received from the Secretary of the Government of the Philippines:—

MANILA, 13th May.

Our courageous troops following the course of their victories captured the villages of Mendez-Negre, and Mariposa, the last, entrenched position held by the rebels in the province of Cavite. The enemy suffered great losses; ours was considerable, but much less. The troops behaved admirably.

LOCAL AND GENERAL.

MAJOR-GENERAL JONES VAUGHAN, V.C., resumed command of the Garrison at Singapore on the 6th inst.

Up to the present no arrests have been made in connection with the burglary at Robinson's Music Warehouse.

THE New York Times recently offered \$100 for a better motto than "All the news that's fit to print." The winning motto is:—"All the world's news, but not a school for scandal."

THIS announcement appears in the *World*: "I hear that the Queen has expressed her wish to confer a mark of favour upon Mr. Gladstone in June next, and as he declines any distinction or decoration for himself, it is probable that a peerage will be conferred upon his grandson, the son of the late Mr. William Henry Gladstone, who is heir to the Hawarden estate, of which Mr. Gladstone is tenant for life."

In a Santa Fe newspaper to hand by the American mail we find an advertisement which reads:—

"Consent to the American Exhibition, Chicago, 1897, MAY 13, 1897."

"For the above occasion the Santa Fe Route will place on sale tickets to Carson City and return at the rate of 10¢ per mile, from May 13 to 15, good for return passage until May 20. Continuous passage in each direction."

"Athletic Exhibition." Is not this a delicate concession to the local Pharisees who wanted to see the show but could not think for one moment of patronising a prize fight?

TOMMY HUDSON and his merry band of enter-tainers arrived yesterday all fit and happy after doing phenomenal business at Shanghai for three weeks, and Hongkongites will doubtless be glad to know that they will have another opportunity to witness one of those multi-provoking performances on Saturday night created such a furore during the Hudsons' last visit to this fair Isle of Fragrant Streams. Mr. Hudson says he will give a completely new programme on Saturday and will follow that up with two or three carefully selected pros. next week. As the booking is brisk those who intend to have a "look see" on Saturday should secure seats as soon as possible.

FROM the returns compiled by Lloyd's Register of Shipping, it appears that—warships excluded—there were 418 vessels of 818,481 ton gross under construction in the United Kingdom at the close of the quarter ending March 31st, 1897. At the corresponding period of last year there were 400 vessels building of 769,354 gross tonnage. Of the 418 vessels under construction, 310 of 614,330 tonnage are for the United Kingdom, and 17 of 24,611 tonnage for the British colonies. These nearly 77 per cent. is being constructed for the United Kingdom and its colonies. The only other numbers worthy of notice are Japan 17 vessels, tonnage 51,215, and Russia 12, tonnage 12,000.

THE charge against the two Chinese for assaulting the police and attempting to rescue a prisoner was resumed at the Magistracy this morning.

Mr. Master appeared for the defence and called three witnesses who testified that the defendants were standing near and did not take part in the *malice*. Mr. Woodhouse remarked on the signals exchanged between the witnesses and, in commenting upon the case, said that the part the first defendant took in the matter was a very serious one and he had no doubt at all that the constable's version of the occurrence was true. The offence was a very serious one and the law empowered him to award two years' hard labour, but he would only inflict a fine of \$500. As to the other man his part was not so serious, and therefore he would be satisfied with inflicting a fine of \$50.

A GOOD many people are apt to suppose that, though thieves in Bangkok are clever enough at house breaking, they do not rank high in their profession. But yesterday, says the *Bangkok Times* of the 1st inst., a clever variation of the confidence trick, which is not unknown in the west, was successfully worked on an old Siamese lady by a Chinaman and a Siamese. She was walking along the street near Amis's bridge behind the Chinaman, and was herself closely followed by the Siamese. With a fine assumption of carelessness the Chinaman dropped a bank-note, and hurried off to alight. It was really a one false note, but the figure had been altered to 400 with skill enough to deceive one at a first glance. The old lady picked it up, and while she was looking at it the Siamese dropped on her, and demanded that she should go shares, pointing out to her that it was a 400 tical note and assuring her that she would get that sum for it at the Bank. The old lady did not want to have anything to do with it, but the Siamese pressed her, and at last by threats and fine promises got her to give him a valuable ring she was wearing as his share. Before realising her fortune, the old lady showed the note to a business man, who at once undeceived her.

A CORRESPONDENT, who recently wrote to Lord Charles Bessborough on the subject of the proposed large increase in the French navy, has received the following reply:—"Lord Charles Bessborough does not regard 'programmes' with any disquietude, and in view of the state-milklike declaration of the First Lord that 'should any abnormal programme be actually put into execution the Government will reconsider their position,' his lordship regards the position with much satisfaction. Lord Charles Bessborough does not disguise from himself that more ships and more men are points that must be dealt with in future Estimates, but this year the Government have done remarkably well, because they have directed their efforts more to utilising and organising the resources we have than in showy additions to numerical strength. His lordship is so pleased to see that all the auxiliaries of defence, in which we have so long been deficient, have been attended to that he thinks it would be unfair to the Government not to give them every credit for the evidence (which their Estimates exhibit) that they have a definite plan of campaign. At the same time it would be useless and unworthy to continue to set for more now that the Estimates are passed. Criticism to be of use should be practical, and is only to your query his lordship desires me to say that he is more than satisfied with the Government proposals for this year, but there will be no relaxation of pressure if it is required at a future time."

THAT ever-fascinating problem, What is to be the language of the future? engages the attention of a writer in the *Progressive Review*. Given the title of the periodical, one might safely wager in advance that the writer would not be likely to record his vote in favour of English, and we should be right. It is significant, however, that in discussing the claims and merits of the various competitors to this proud position of supremacy, Mr. Havelock Ellis, the author of the article, rules out all artificial products. Volapuk, of which we heard so much ten or a dozen years back—English handbooks were published and classes started in London and other towns—is dismissed to the limbo of lost causes, and the world-be inventors of any similar language are warned off the course. For the rest, Mr. Havelock Ellis thinks there are five tongues in the running—Latin, Greek, French, Spanish, and English, and he decides in favour of French chiefly on the ground of its growing adoption as the common language of the Continent. Even if we admit the accuracy of this contention, it is very far from settling the question of linguistic supremacy. The great empires of the future are to be looked for in those quarters of the globe where the English tongue has already distanced all competitors. French no doubt will long hold its own as the language of European diplomacy, for which it is so admirably fitted by its facility and *flexibility*. But English has got far too long a start in America, Australia, and India to be ousted from its position as first favourite in the race for supremacy.

APRIL 7th, 1897, should be a famous date in the history of the United States Navy. On that date was launched the *Tow* the battleship which Mr. Herbert, Secretary to the Navy in Cleveland Cabinet, declares helped American diplomacy to secure the Venezuelan settlement. It is only in America that they can build battleships which overawe the entire British fleet, and settle international crises months before they are launched on the bosom of the mighty deep.

THE *Globe* (London) is very severe on the Hon. Blaisie. Its leader of the 6th April concludes thus:—"There was at one time hope that Mr. Chamberlain would prove himself at the Colonial Office a statesman of high imperial aims and fervent patriotism. His speeches certainly encouraged that hope, but his performances have not justified it in the least degree. He has said much, but done nothing—absolutely nothing. A man of words and not of deeds is like a garden full of weeds."

THE Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

J. D. Graham\$30
W. B. Conphrie10
Liao Tze San10
T. H. W.10
E. S. Whistler10
Rev. H. Riche5
C. G. G. & Co.2

A MEETING of the Legislative Council will be held on Monday the 17th instant, at 3.00 p.m.

BUSINESS: (1) Financial Minutes Nos. 10, 11 and 12; (2) Report of the Public Works Committee; (3) Sanitary Bye-laws. *Orders of the Day*: (1) Second reading of the Bill entitled "An Ordinance to amend The Vaccination Ordinance 1890;" (2) Second reading of the Bill entitled "An Ordinance to amend the law as to Flogging;" (3) Second reading of the Bill entitled "An Ordinance to amend The Regulation of Chinese Ordinance, 1888;" (4) Second reading of the Bill entitled "An Ordinance to provide for the punishment of Stow-aways arriving in this Colony;" (5) Second reading of the Bill entitled "An Ordinance to consolidate and amend the Laws relating to the Protection of Women and Girls." A meeting of the Finance Committee will be held immediately after the Council.

MISS Marianne Douglas Galton writes to the *Times* on the subject of the 5th of hats to be worn on Jubilee Day in London. She greatly fears that the broad proportions of the ladies' headgear on that auspicious occasion will prevent many thousands of people having a clear view of the procession. She accordingly suggests a "Diamond Jubilee Toga" to be worn by all ladies viewing the pageant and closes her letter with the following eloquent appeal to her fellow-countrywomen:—"Should we not endeavour to follow by acts of self-denial at a humble distance in the footsteps of our beloved and renowned Queen? The Queen heroically consents to go through this exhausting day solely from her desire to give pleasure to her subjects. Do not let us have cause in future to feel that there has been any waste of that splendid opportunity for enjoyment which the Queen has granted to her people, or that even one person's view has been needlessly intercepted by peral stance in wearing large hats."

REAR-ADMIRAL C. C. P. FITZ GERALD read a paper on "Water-tube Boilers in War-ships" at the recent annual meeting of the Institute of Naval Architects, in London. He said that there never was a period, during the development of boilers for warships, when their general behaviour had been so unsatisfactory, and when they have given so much trouble and been the cause of so much anxiety as during the last ten or twelve years. The Scotch and marine locomotive type of boilers have proved unequal to the demands made on them for the greater pressures and quantities of steam required for the working of fast-running triple-expansion engines. It has, he said, been one long monotonous tale of leaky tubeplates, and seams bulged fire-boxes, and generally more or less disabled and inefficient boilers. He referred to forced draught (without which, he said, a ship could not obtain her full power or "legend" speed), and stated that in case of emergency a captain would not be likely to use it because of the risk of breakdown. He dealt at length with the ability of water-tube boilers to raise steam rapidly; their ability to make large and rapid increases of speed, and also large and rapid reductions without blowing off their comparative safety; the facility for examination, cleaning, and repairs; the saving of weight; their evaporative efficiency; their ability to stand rough treatment; and the easier work for the stokers. The author said he had been trying to find out something "against the Belleville" boilers, but he had not met with much success.

THE Bill authorising the Minister of Marine to undertake the construction of new vessels to cost 80,000,000, and opening a credit of 8,500,000, was issued on 8th April. This programme, as has already been stated, includes the construction of one battleship, two armoured cruisers, two protected cruisers, four torpedo-boats, and nine torpedo-boats. The battleship will be of 12,000 tons displacement, with a length of 125 metres and a breadth of 30 metres. She will be built at Lorient. Her horse-power will be 15,500 and she will have three screws, the speed contemplated being 18 knots. Her armament will consist of four 325-millimetre guns in turrets, eight of 160-millimetre, and 32 other guns with four torpedo discharge tubes, two of them under water. The armoured cruisers will be built in private yards. They will be of 7,500 tons displacement each, 130 metres long by 13 metres beam, with three screws and engines of 17,100-horse power and a maximum speed of 21 knots. They will have 24 guns and two torpedo discharge tubes above water. The two protected cruisers, to be built at the Rochefort, will be of 2,450 tons displacement, 95 metres long by 12 metres beam, two screws, engines of 8,500-horse power, and a speed of 20 knots. They will carry 14 guns each. The three torpedo-boats will be built in private yards. They will be of 308 tons displacement, 55 metres long by six metres beam, 4,800-horse power, and a speed of 26 knots. Each destroyer will have seven guns and two torpedo tubes. The nine torpedo-boats will also be constructed in private yards and will have a speed of 24 knots.

REAR-ADMIRAL FRANCISCO SARGO Robert Dawson Tremlett, who left on 30th March at Tanbridge Wells, in his 82nd year, had a long record of service on the China Station. He entered the Navy in 1840 and from 1875 was employed on the China Station as Lieutenant on board her Majesty's ships *Agincourt*, *Portland*, and *Chillico*. He was present at all the operations on the coast of Borneo in 1845, commanded the second division of small-arm men at the taking of the city of Brunel; was in charge of the *Agincourt's* launch, and second in command at the destruction of the pirate stronghold of Tampisek, Borneo; and afterwards joined H.M.S. *Chillico* as second lieutenant. In 1847 he assisted at the recovery of the crews of the French frigates *Gloire* and *Victorine*, wrecked on an island off the coast of Korea. In 1848 he was employed blockading 1,400 Imperial grain junks, escorted by 20 war junks in the river at Shanghai for which he received special thanks. He was senior lieutenant of the *Chillico* when she was driven by the violence of a typhoon, and disabled, on the Pratas shoal, near Formosa, from where she was exiled after 18 days of strenuous exertion, being the only then instance of a ship being recovered from those very dangerous rocks. He retired from active service in 1870, and became a Rear-Admiral on the retired list in 1878.

In the House of Lords on 5th April Lord Lansdowne, in moving the second reading of the Military Works (Money) Bill, explained that the measure authorised the raising of a loan of £5,450,000 to defray the cost of important military works and services undertaken mainly in the interests of the Navy. There could (he said) be no doubt that it was of immense importance that such places as Portsmouth, Plymouth, and Cork, the Mersey, the Clyde, Dublin, and Belfast should be properly defended, and that naval bases and coaling stations at different points throughout the Empire should be defended against attacks from cruisers and torpedo boats. A portion of the work contemplated had been inaccurately described as the fortification of London. The Government never contemplated surrounding the capital with a chain of first-class forts; but they had acquired sites at certain strategic points where light works could be rapidly thrown up, and it was proposed that at the centres of some of those sites there should be erected suitably-defended buildings as stores for the tools and reserve ammunition of the troops. Lord Spencer heartily endorsed what had fallen from the Secretary of State for War as to the necessity of making our coaling stations and great naval bases both at home and in the Colonies strong enough to resist attacks from hostile cruisers; and he was especially glad that the Government now proposed to improve the defensive works at Hongkong—a point of vast importance to British naval and commercial interest in the Far East.

We are glad to learn that clever little lady, Miss Elsie Adair, and her company are having a very successful season in Australia. A copy of the *South Australian Register*, just to hand contains a half-column critique of the show at the Adelaide Bijou and the notice is full of nice things about Elsie. The writer says:—"In style and archness of expression, this winsome songstress and *dansette* reminds me of 'My Fairy,' and we owe a debt of gratitude to those Indians with whom her childhood days were passed for not scalping or making her captive when they went on the warpath. Doubtless she ought to be 'the light of some one's home,' but we would give a wealth of wampum to save her from being even the cherished *iqraw* in the wigwam of

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS & CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE CLUB HOTEL

5, BUND, YOKOHAMA.

HOTEL METROPOLE

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-lunch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,

YOKOHAMA.

L. DEWETTE, Manager,

TOKYO.

Dr. KNORR'S ANTIPIRYNE

patented

"LION BRAND" In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

"SOLUBLE CASEIN-SILVER PREPARATION." Used to Gonorrhea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA, BEWARE OF SPURIOUS IMITATIONS!

Consignees

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 18th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1897.

PACIFIC MAIL STEAMSHIP COMPANY, NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF RIO DE JANEIRO." The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSARA, WAKH, HODEIDA, ADEN, KURRAK, CHIEF, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"POSEIDON" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—From Calcutta, ex S.S. "AGLATA," transhipped at Colombo.

From Trieste, ex S.S. "IMPERATOR," transhipped at Bombay.

From Venice, ex S.S. "MASSIMILIANO," transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice for the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 10th May, 1897.

S. I. N. T. N. G.

SURGEON DENTIST

No. 10, D'AGUIER STREET, TEMPLE STREET, HONGKONG.

Hongkong, 10th May, 1897.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above on SATURDAY, the 15th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th May, 1897.

OCEAN STEAMSHIP COMPANY,

FOR HAMBURG, LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on SATURDAY, the 15th instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain James, will be despatched on TUESDAY, the 18th May, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Moore, will be despatched as above on TUESDAY, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain James, will be despatched on THURSDAY, the 20th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th May, 1897.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched as above on FRIDAY, the 1st inst., at 4 P.M.

This Steamship is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 4th April, 1897.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ALADDIN,"

Captain Schjoll, will be despatched for the above Port on or about the 18th instant.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th May, 1897.

PACIFIC MAIL STEAMSHIP COMPANY, NOTICE.

THE P. M. S. S. Co.'s Steamship

"AGAPANTHUS,"

will be despatched for SAN FRANCISCO, via KOBE and YOKOHAMA on or about SUNDAY, the 23rd instant, at Daylight.

For Freight, apply to J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897.

FOR NEW-YORK.

THE 100 A. L. British Ship

"CLAN MACKENZIE,"

Captain Liden, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

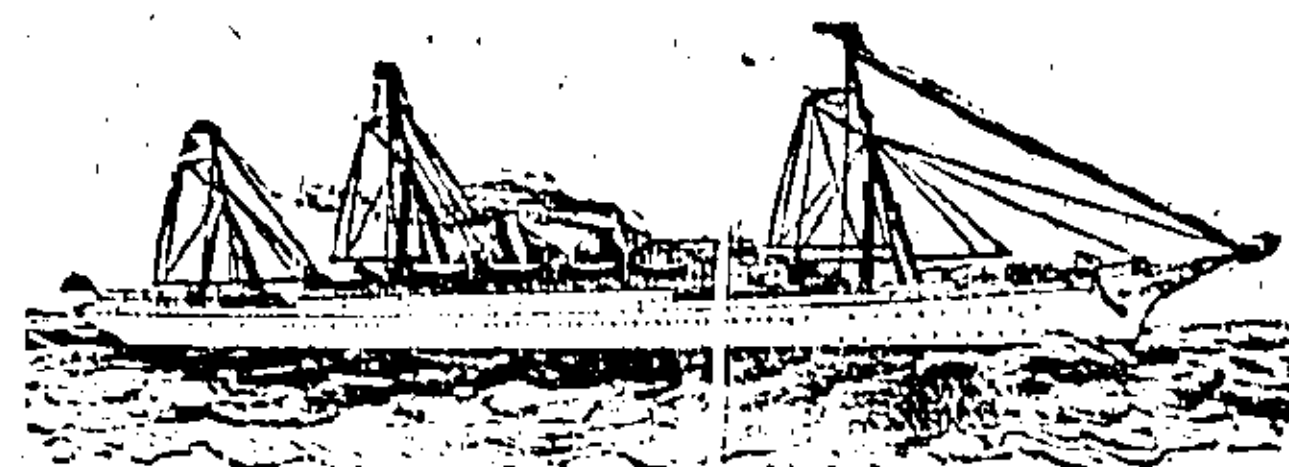
For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 1st May, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—12,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 1, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddar's Street.

Hongkong, 28th April, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 20th May, at Daylight.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Baltic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHARTERS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMAN'S RAHTEN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DAMLER'S PATENT MOTOR LAUNCHES,

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 12th May, 1897.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar ... 1,361 | Friday ... | May 14.

Tacoma ... 1,540 | Tuesday ... | May 25.

Victoria ... 1,167 | Tuesday ... | June 15.

Olympia ... 1,668 | Tuesday ... | July 6.

Pothos ... 1,709 | Tuesday ... | July 27.

THE Steamship

"BRAEMAR,"

Captain Parter, sailing at Noon, on FRIDAY the 14th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., General Agents.

Hongkong, 30th April, 1897.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her Majesty's Mails, will be despatched from this for LONDON (via BOMBAY), on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo to a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 7th May, 1897.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES OF RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prins Heinrich ... | Tuesday ... | 15th May.

Frisland ... | Tuesday ... | 22nd June.

Sachsen ... | Tuesday ... | 22nd July.

Bayern ... | Tuesday ... | 17th Aug.

Prins Heinrich ... | Tuesday ... | 14th Sept.

Frisland ... | Tuesday ... | 12th Oct.

Sachsen ... | Tuesday ... | 9th Nov.

Bayern ... | Tuesday ... | 7th Dec